

Mails

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
 will be despatched for **SAN FRANCISCO, THE**
Kobe, Yokohama and Victoria, B.C., on
SATURDAY the 10th July, at 1 P.M., taking

To be followed by the S.S. "CITY OF RIO DE JANEIRO" August 12th.

portation to Yokohama and other Japan Ports to San Francisco, Victoria, B.C., and Portland O., to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad and Demerara, and to ports in Mexico.

Central and South America, by the Company
and connecting Steamers.

Through Passage Tickets granted to Englan
France, and Germany by all trans-Atlantic lin
of Steamers.

First-class Fares:—
To San Francisco.....\$112.50
To Victoria.....125.00
To European Ports at proportionate rate
Passengers on this line have the option

Freight will be received on board until 4 P. M. the day previous to sailing. Parcel Packages

Consular Invoices to accompany Cargo destined to Del Norte beyond San Francisco in the

United States, should be sent to the Company Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Freight apply to the Agency of the Company
No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hong Kong, 15th July 1960

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS

JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"OCEANIC"
will be despatched for San Francisco.

Yokohama, on THURSDAY, the 31st July
1 P.M.
Connection will be made at Yokohama with
Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked

Passengers by this line have the option of proceeding Overland by the Southern Pacific

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*vice versa*) within one year will be allowed

discount of 10 per cent. This allowance does not apply to through fares from China, Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in

United States, should be sent to the Company's
Offices, addressed to the Collector of Customs,
San Francisco.
For further information as to Freight
Passage, apply to the Agency of the Company.

No. 504, Queen's Road Central.
C. D. HARMAN
Agent
Hongkong, 8th July, 1890.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, AD
ISMAILIA, PORT SAID, MALT
GIBRALTAR, MARSEILLES, BRIN

DIS, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA.

**N.B.—CARGO CAN BE TAKEN ON THREE
BILLS OF LADING FOR BATAVIA. PER**

GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH

THE PENINSULAR AND ORIENTAL S
NAVIGATION COMPANY'S Stea
"MALWA," Captain W. J. Nautes, with
Majesty's Mails, will be despatched from

A7 for LONDON VIA BOMBAY & SUEZ CA
on THURSDAY, the 24th July, at Noon.
Cargo will be received on board until 4
Parcels and Specie (Gold) at the Office
4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Goods for London will be conveyed via Bombay without transshipment, arriving one week earlier than by the ordinary direct route via Col-

Tea will be sent either via Bombay or Colombo according to arrangement.
For further particulars regarding FREIGHT PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, 1

The Contents and Value of Packages acquired to be declared prior to shipment. Shippers are particularly requested to the terms and conditions of the Comp

Black Bills of Lading.
This Steamer takes Cargo and Passenge
Marsilles.
E. L. WOODH
Superintendent

P. & O. S. N. Co.'s Office,
15th July, 1900.

In remarking on freights during the past year the General Managers say:—
"Though the season opened fairly well, the result of the latter portion was most unsatisfactory and unprofitable, in a great measure consequent upon the Native Authorities having prohibited the export of Rice from Shanghai, which naturally curtailed freights on both the Northern and Southern lines. In October and November, when the trade to Tientsin is usually very brisk, and there is a great deal of Rice and Piece Goods offering, we found great difficulty in loading the steamers. In fact, had it not been for a fairly good Passenger Traffic, the earnings would have been far below the average. On the Poochow line there was a falling off in cargo, and on the other Southern lines cargo was unusually scarce from May to the end of the year, and sometimes it was difficult to get an ordinary loading for the steamers running between Shanghai and Canton."
"On the Yangtze line, however, the trade shows an increase over 1888, the principal feature of expansion being the Passage traffic, which increases rapidly whenever a reduction in fares takes place. The opposition by small steamers and lorches continued throughout the year. Rates of passage money for Chinese were lowered to meet their opposition. Rates of freight on some kinds of cargo were also reduced; but we think the action interfered to a greater extent with the lorches than with the small steamers."
In accordance with the Articles of Association, two Directors, Mr. James MacAndrew and Mr. William Keswick, retire from the Board, and being eligible they offer themselves for re-election.

THE BISHOP'S BOATRACE STORY.

"No," said the Bishop, "I have not been to the boat-race for twenty-five years, had an adventure then which gave me a distaste for it."
"What was that, sir?" asked Blaydes, of Branscombe. Blaydes was always inquisitive and irrepressible. He used to say that if he could get the Bishop to tell a fairly long story after dinner, he (the candidates for deacon's orders, who were sitting at the feet of the episcopal Gamaliel in preparation for our "Bishop's exam.") had a chance of an extra glass of port in addition to the one which the unwritten law of the Palace seemed to prescribe.
His lordship's domestic chaplain moved unobtrusively in his chair. Blaydes, of Branscombe, was a pupil who gave him some anxiety, and Blaydes's prospects of ordination were dependent entirely on his willingness to burn the midnight oil with assiduity.
The Bishop, however, was smiling softly to himself. "It was not anything so very exciting," he said, "but it might have been awkward."
"We were all attention as the Bishop crossed his legs, smoothed down his apron, and began."
"Twenty-five years ago I was an undermaster at Highborough College, whence, as you know, I was afterwards transplanted to the head-mastership of—Six of us junior masters went to that boat-race together, and very much we enjoyed ourselves on the way. I remember, as we travelled up to King's Cross, some card sharps got in and began to do what I believe is called the three-card trick."
"Or the three broads," interjected Blaydes, and continued: "We paid very little attention to them, except that one of us, Smithson, very nearly came to blows with one of them. Smithson was a great 'oor' in my time at Cambridge, rowed No. 4 in the University crew, and 'stroked' his college boat at the head of the river. He was the man who once alluded to a Barrow barge by telling him—here the chaplain coughed—"but I do not think I need tell you what Smithson said to the barge. He is now one of the most forcible and eloquent preachers in Yorkshire. I can quite believe it."
The Bishop filled another glass of port, and Blaydes followed his example, triumphantly winking at the rest of us. Blaydes had no reverence in him.
The Bishop continued: "We had no fixed idea when we started as to where we should go, so when we found ourselves upon the towing-path near Hammersmith Bridge, in a dense crowd ten minutes before the race was timed to start, we had to make our way as rapidly as we could to places of vantage. Somehow or other we all got separated; and as I knew where to meet my friends at dinner time, I struggled on with a view to getting as near to the finish as possible, though every one had told me that the race would be over at Hammersmith Bridge. There were a good many carriages near where I found myself, and just as I was passing one of the horses in it got frightened and began to plunge. There was a small panic, and a rush among the crowd; then a foolish rush back to see what had happened—for some one had been hurt. I had great difficulty in keeping my legs, and so had others; but I did not think of them till I heard a voice at my elbow say, 'Oh, my child, my child!' I turned and looked down as well as I could. A young woman, of the small shop-keeper class, I should say, was being carried up against me, between herself and a stalwart chimney sweep. All I could see of her was her bonnet, trimmed with a large bunch of light-blue ribbons and forget-me-nots, and the half-smothered crying infant which she was holding as high up as she could to keep it from being crushed to death. It is folly to bring a child to such a place; but what was I to do?"
"Take her in your arms," said Blaydes excitedly. The chaplain again coughed.
"I could not quite do that, Blaydes," answered the Bishop. "I have not your herculean frame; but I did what I could. I wrenched my arm free and took her baby, and held it over my head; but it was awful work. A barge moored to the shore had begun to sink, and a couple of hundred people who had been on it rushed suddenly on to the tow-path, carrying me and those immediately round me many yards from where we stood. I got out of the crowd as well as I could, and had to move a little further still on account of a cry that the boats were off, and the consequent excitement. Then I realized that the mother of the infant I was still carrying had not followed me. Where she could be I did not know—not very far away, I thought. I looked near and far and could not see her. Suddenly I caught sight of a bright blue bonnet in the crowd, fifty yards off at least, apparently hurrying away from where I was. Then it dawned upon me that I must have been made a victim by a designing woman anxious to get rid of her offspring. I believe I shouted as I ran and struggled through the crowd; but it was a long time before I caught up the object of my pursuit, seized her by the sleeve, and thrust the ever-shielding infant into her arms as she turned. She made no motion to take it, and I all but let it fall upon the ground. She stared as if in terror, and a little man—who was with her made demonstrations with his umbrella and shouted for the police. I panted out, 'Your baby; your baby; you gave me!' The crowd thickened round me. It became evident to me that I had made a hideous mistake. On closer inspection, the woman I had pursued was evidently of far superior class to the one from whom I had received my awful burden; and the man with his attitude as he saw the helmets of two policemen who were beginning to shoulder their way through the crowd, was a clergyman. I may add, however, that I only

knew this from his dress. His language showed no indication of it whatever.
"Your baby," I panted. "It was given me by a woman with a blue bonnet."
"He's mad," said some one. "Poor fellow!" and the crowd began to fall back to let the policemen get near. Just at that moment a diversion occurred. Far above the cries of "They're off!" far above the din of hawkers, niggers, and cocoa-nut men, rolled the unmistakable roar which announces that the race has really begun. In a moment the crowd about me had dispersed to rush towards any spots from which a glimpse of the river might be obtained.

"I was alone, with the infant still in my arms. I really believe that at that moment, while every one was watching for the boats to come through Hammersmith Bridge, I could have heaved that child into the river and no one would have seen me. The policemen, on seeing that I was quiet and the crowd around me dispersed, had themselves turned to look at the race. To my right was a big open carriage full of ladies all standing up, some even on the seats, craning their necks towards Putney and unconscious of all but their excitement.

"No one was looking; it was the inspiration and the work of a moment to step to the side of the carriage which was not towards the river and deposit 'it' upon the seat. I thanked my good fortune for the few moments it was silent that I gave a start. I was aroused. A small stealthy looking youth was engaged in extracting a handsome shawl, the owner of which had abandoned it upon the opposite seat to that now occupied by the baby. In another moment I should have cried 'Stop thief!' but a most diabolical wink on his part reminded me that our mutual safety demanded silence. I was an accomplice in a felony. The boats were passing as we slunk away, I and my *particeps criminis*, fled towards London, terror-stricken at the sight of a blue-ribboned bonnet and shrinking from the eye of the policeman. I probably had not been victimized after all, and the distracted mother was then seeking me in the crowd. For weeks I dreading to look at an advertisement; and my hope has been ever since that the stout old lady in a magenta dress, at whose feet I deposited my burden, was as kindly as she looked, and that, if she did not sit upon it when she resumed her seat, she brought it up better than its reckless parent. What else could I have done? I could not have appeared in the Highborough common room with an infant in my arms, could I? My character would hardly—"
"No, certainly it would hardly have stood that," said Blaydes. The interruption did not seem to be precisely what the Bishop expected, and Blaydes's amusement at the story was a little too evident; for his lordship rose in silence while his chaplain prepared to put the wine away. Blaydes did not in the least appreciate the situation; he inquired, cheerfully, "Your lordship was not married then, eh?"
"No," said the Bishop; and, as the key clicked in the door of the cellarette we thought we heard him murmur "Thank Heaven!"

TACOMA AND ITS FUTURE.

Citizen George Frances Train has girdled the earth in less time than any other mortal, and all for the purpose of calling attention to Tacoma. The trip was scarcely necessary to that end. That port, yesterday hardly known, has become the principal station on a great commercial route and has not only large expectations, but is really one of the factors in developing our northwest territory. There is a boom at Tacoma at present. The reports from there as to the resources, growth, prosperity, wealth and prospects of that city are of the most wonderful and encouraging character. It is the one spot in these United States that offers everything the energetic business man and capitalist desire. It expects only health, wealth and happiness in the near future and there is no cloud upon the sky. There are other places in the country, shouting just as loudly, but after allowing for the exaggerated statements that accompanies the growth of a young and prosperous town, Tacoma really has sound reasons for predicting a great future and can lay claim to manifold advantages as a seaport. Its selection as the western terminus of the Northern Pacific railroad has of course given the town a start. But it is a case of a combination that will prove of mutual benefit. The opening to immigration of the immense extent of territory west of the Mississippi river and running along the Canadian border to the Pacific ocean, has resulted already in a development of resources truly wonderful. Not only outlets for the trade that naturally follows, but centres of manufacturing and banking must be made for this development and these are of course found on the West Coast. Tacoma has natural facilities for such a site and the growth of the place is ample evidence of how quickly these have been seized upon.
Like most of the Puget Sound ports, Tacoma has deep water almost up to the doors of her warehouses. This insures visits of vessels of any size provided the cargoes can be furnished. That these are forthcoming is now well-known. Over twenty-five cargoes of lumber were shipped from Tacoma to foreign ports during the last season. The shipment of wheat has now become part of the exports from Tacoma and the receipt of teas and other cargoes from China and Japan are now regular there. The coastwise trade in keeping with the growth of the business and it is this substantial basis that gives Tacoma its present prosperity and warrants the claims for its future growth. Following in the wake of this overseas trade, manufacturing and industries akin to such trades have been started and others, attracted by facilities thus in a measure centralized, have followed.
As to the present welfare of that Pacific port it would be calumny to hint a doubt. But whether it is based upon firm grounds and will last is a question that some are asking. A glance at a map or a sketch will show the excellencies of Tacoma as a port. The magnificent back country of which it is the doorway, shows what business will trend towards its wharves. With these two advantages its future seems assured, provided only that, in the dash of a wonderful and quick success the port does not forget to give all facilities and advantages to trade and to free shipping as much as possible from all charges, restriction and annoyances. Figures and statements regarding trade made to an extensive and varied commerce for Tacoma. But that city, like San Francisco, has the foundation of its prosperity in the fact of its being a seaport, and in making that port attractive in every way depends entirely the future success of Tacoma.
—N. Y. Maritime Register.

Today's Advertisements.

PERSEVERANCE LODGE OF
HONGKONG,
No. 1165.
A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, THIS EVENING, 16th inst., at 8.30 for 9 O'CLOCK precisely. [1011]

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

IMPORTANT CLEARANCE SALE.

FURNITURE

and FURNISHING REQUISITES.

NOW PROCEEDING.

A L'O included in the above Sale, a very fine Collection of OIL PAINTINGS, by known Artists, and a few SPORTING PLATES at extraordinary Low Prices.

See Circulars.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ C. Co., Ltd.)

Hongkong, 3rd July, 1890

KUHN & CO.,

ESTABLISHED 1859.

JAPANESE AND CHINESE



FINE ART DEPOT.

BY APPOINTMENT,
12 GOLD MEDALS.

WE beg to announce that our New and Magnificent Show Rooms, 21 & 23, Queen's Road, and in the Hongkong Hotel (Peddar's Street Entrance) will be OPENED on

MONDAY NEXT,

the 21st instant.

Novelties and Manufactures of all descriptions suitable for Wholesale, Export and Local Retail

KUHN & Co. respectfully thank the Residents of Hongkong and Coast Ports for the liberal patronage hitherto accorded them, and trust by earnest endeavours to merit a continuance of their support.

It being imperative that JAPANESE AND CHINESE WORKS OF ART should be packed with the utmost care we have engaged an experienced Japanese packer for this purpose only. Orders sent to our establishments in Hongkong or Yokohama will receive prompt and careful attention.

KUHN & CO.,

Importers and Exporters of all kinds of Japanese and Chinese Works of Art and Manufacture, Hongkong and Yokohama.

Hongkong, 15th July, 1890.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.

(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship

"ANCONA."

Captain W. D. Mudie, will leave for the above places, on SATURDAY, the 26th inst., at DAY-LIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 16th July, 1890.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"PEKIN."

Captain P. Harris, will leave for the above place about 24 hours after her arrival with the outward English mails.

E. L. WOODIN,
Superintendent.

Hongkong, 16th July, 1890.

IN THE SUPREME COURT OF HONGKONG.

In the Matter of the Estate of MARIE ELISE FOURNIER, Deceased.

NOTICE is hereby given that the Honourable the Acting Chief Justice having in virtue of Section 3 of Ordinance 9 of 1870 made an Order limiting to the 31st October next, the time for sending in CLAIMS against the said Estate.

All Creditors are hereby required to send in their Claims to the Undersigned before the said date.

Dated the 16th day of July, 1890.

BRUCE SHEPHERD,
Acting Registrar.

Hongkong, 16th July, 1890.

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Forty-eighth Ordinary Half-yearly MEETING of SHAREHOLDERS in the Company, will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on FRIDAY, the 1st August, at 12 o'clock at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Account, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 10th July to 1st August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, 14th July, 1890.

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Importers and Exporters of all kinds of Japanese and Chinese Works of Art and Manufacture, Hongkong and Yokohama.

Hongkong, 15th July, 1890.

Intimations.

THE SONGEI KOYAH PLANTING Co., LD.

NOTICE is hereby given that Shares Nos. 2456/2460 Scrip No. 112 in the above Company have been declared forfeited for non-payment of FIRST CALL, due 16th August, 1889, and fresh Scrip has been issued for the same.

GIBB, LIVINGSTON & Co.,
General Managers.

Hongkong, 15th July, 1890.

THE SONGEI KOYAH PLANTING Co., LD.

NOTICE is hereby given that unless the 2nd CALL of \$5 per share due 7th June, 1890, on shares of the above Company Nos. 726/730, 3476/3495, 2388/3655, 2671/2675, 2441/2445, 4106/4110, 4701/4750, 4276/4283, 4701/4710 is paid to the Hongkong & Shanghai Banking Corporation on or before the 31st inst. the said shares will be forfeited in accordance with the power given in the articles of association.

GIBB, LIVINGSTON & Co.,
General Managers.

Hongkong, 15th July, 1890.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., LIMITED.

AN INTERIM DIVIDEND at the rate of 10 per cent. per annum for the six months ending 30th June, 1890, will be payable on the 23rd inst., on which date Dividend Warrants may be obtained on application at the Company's Office, No. 5, Queen's Road Central.

The TRANSFER BOOKS of the Company will be CLOSED from 20th to the 22nd July, both days inclusive.

By Order of the Board of Directors,
R. B. ALLEN,
Acting Secretary.

Hongkong, 15th July, 1890.

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